

4 January 1964

REPLY TO
ATTN OF: P.E.
SUBJECT: Monthly Activities Report for December 1963

TO : Commander
WRSP-IV

1. Flight Discrepancies: There were no flight discrepancies for Personal Equipment noted during this reporting period. P. E. supported 26 High Flights to include eleven (11) Headquarters missions.

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2. Training: [redacted] received intensive on the job training during this period which included, (1.) Eight (8) sortie preparations & pilot hook-up operations for [redacted] and six (6) for [redacted] (2.) Supervised suit maintenance and repair. (3.) Survival kit packing and life raft maintenance.

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3. Seat Pack Maintenance: In addition to routine seat pack maintenance [redacted] serviced one (1) seat pack from LAC.

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[redacted]
to 15 December 1963. A brief resume of each follows

A. Project [redacted] The physical facilities and pre-breathing room for P.E. were very good. Air conditioned and spacious with adequate storage and maintenance space. Transportation for all Personnel was very inadequate and caused much difficulty due to the distance between duty section, messing facility and the billet. The quarters provided for the enlisted personnel were adequate but poorly located. The presence of not only females but also dependant families in the same building imposed a burden. The squadrons air conditioned Metro for pilot transfer was indispensable, due to the high temperature and humidity conditions of the area. Six (6) Headquarters missions were flown.

B. [redacted] The physical facilities for pre-breathing and pilot preparation were adequate for short duration it was used. Transportation was good but would have imposed a heat problem if used during the summer months. The messing facilities distance from the quarters imposed some difficulties. Living facilities were good. Five (5) Headquarters missions were flown without P.E. incident. ✓

5. Research & Development:

A. Status of S.P. XQ445 seat pack. The following discrepancies were noted.

(1) The ship-to-kit disconnect was not the recommended improved model.

(2) The survival gear compartment does not have adequate space to receive our minimum required items. We know more space can be acquired by re-arranging the oxygen regulator, bottles, etc.

(3) The present location of the press-to-test button is not desirable. The distance between the ejection seat bucket and the left side of the kit is not wide enough to allow the pilot to reach the button. We recommend locating the button on the front of the kit.

(4) We feel that a little positive effort on the part of LAC would produce a useable kit. The past four years have produced nothing but doubts and disgust concerning LAC ability to produce the kit.

B. Ejection Seat Problems:

(1) The present configuration of the ejection seat bucket does not allow mating of the ship-to-kit disconnect.

(2) The ejection seat rollers did not move freely in the roller tracks of the article.

6. Pressure Suits: A new suit arrived for #195 giving him two (2) new suits. We have been unable to fit the new suit because #195 is at "H".

7. Shop Improvements: The plans for relocating ☐ work area in the pilots lounge and improving the appearance and physical features of the P.E. section are moving right along. As soon as the new building is completed we will forge ahead.

8. Vehicle: The metro requires the following Maint.

- (1) Engine overhaul
- (2) New tires
- (3) Four speed transmission
- (4) Air conditioner engine overhaul
- (5) Air conditioner overhauled
- (6) Painting (Suggest "White" paint be used due to its reflective quality and our concern with heat in the Metro.

9. Pre-Breathing Room; Due to continuing trouble with air conditioner in pre-breathing room we recommend that steps be taken during cold weather to replace it with a new one. If not replaced recommend other air conditioners such as new portable ones. At least two (2) be installed and the large one removed